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## BIRTH.

On the 19th July, 1900, at 1, Seymour Terrace, the wife of E. W. MITCHELL, of a son. [2030]

## The Daily Press.

HONGKONG, July 20th, 1900

SIR EDWARD SASSOON is to be congratulated on the persistence with which he keeps before the British public the very important subject of the unsatisfactory tariff still maintained by the Cable Companies between Europe and the Far East. If, he suggested, regularity of intercourse and rapidity and security in the exchange of wants and views were some of the chief links that drew together the home country and her dependencies, then those aims could not be better advanced than by binding the whole together by a well conceived scheme of telegraphic communication. This had been done so far as was possible at the time by the Companies, who at a critical period came forward to help the Government, and who had successfully solved the difficult problem. It did not seem to have been foreseen by the department specially concerned in "granting the landing concessions material assistance, that a demand would inevitably arise for gradually cheapened tariffs. A reduction of all necessary charges incident to modern developments of commercial methods had become a vital necessity; and cable charges entered very largely into the "laying down costs of commodities." The Eastern Companies had entirely failed to see this side of the question and had been concerned in raising rather than reducing the cost of telegraphing. In judging of the

morality of this policy it should however not be forgotten that in the first instance the Companies were guaranteed a subsidy sufficient to secure them against loss, and it might reasonably have been anticipated that in framing their tariffs from time to time this fact would have been taken into consideration. It was true that the departments entrusted with the framing of the concessions had, in the first instance, failed to attach a proviso securing a gradual reduction in rates as profits increased; and that was a proviso that in future was unlikely to be omitted. Still, he thought that experience had pointed out that a reduction in rates was likely to prove advantageous to the Companies; and, as a shareholder in them as well as the spokesman of the Imperial Telegraph Committee in the House of Commons, he held that no reduction of less than 75 per cent. on present rates should be considered satisfactory, even if the Governments concerned had to guarantee a portion. We drew attention not long ago to the present financial position of the Companies, which indicated that even in their own interests a considerable reduction in rates was feasible, and this position is now supplemented by the action of the Companies with regard to the Australian lines. Sir EDWARD SASSOON points out, as evidence of this, that not only did the Companies benefit largely by the reductions that took place in 1886, but that the very hint of a Pacific Cable had a salutary effect, in addition to reducing the tariff to Australia, of inducing the Companies at their own risk to undertake the completion of another great link in the "all-the-world-round" British system of cables, by the construction of a length across the Indian Ocean. Still Sir EDWARD SASSOON from a close consideration of all the conditions had come to the deliberate conviction that for the future, from a political, no less than commercial point of view, the time had arrived that it was advisable that all submarine cables should be the property of the Government. One of the strongest arguments in favour of this view is afforded by the conduct of the Eastern Companies themselves. Notwithstanding that complaints deep and loud have been made of the extreme injury done to trade by the present scale of tariffs to India and the East generally, the prayers of their constituents were treated with silent contempt, or if an answer were vouchsafed it was to the effect that the Companies could not afford the proposed reduction without loss. The argument, if the premises were correct, was a conclusive one, as an inefficient service would in many respects be more unsatisfactory than a trustworthy one, even with high tariffs. This argument has however been shown to be untenable by the action of the Companies themselves; these very Companies, that could not afford to carry messages to India at lower rates than the present, are now, they tell us, prepared to carry messages to Australia at half the rates now charged to India; but they actually forward each of these messages to Bombay in the first instance, whence they have to find their way to Australia by a long and devious route. But they have, as we mentioned above, done far more, for they have discovered that they can actually afford to lay down for the benefit of their Australian constituents a deep-sea cable all the way from Mauritius to Western Australia. It is evident, even if we did not have the further light thrown on the subject by their published annual accounts, that the whole story was a mere subterfuge, and in addition to the arguments raised ineffectively hitherto, the Chambers of Commerce are now in possession of arguments, which, did not we know of the unfriendly feelings displayed towards China by the Home Government, must be sufficient to obtain an alleviation of the unconscionable burden to which for so long we have had to submit. Under these circumstances it is satisfactory to read the confirmatory remarks of Sir HENRY FOWLER in summing up the discussion: "On the 'lowest ground, on the highest ground, and on every ground that could be suggested, it was of supreme importance to the interests of this country that our communications with India in every way, whether by the transit of goods, the transit of passengers, or by the facilities and economy of telegraphic communication, should be in daily touch with the home country. . . . A great Empire like ours, with colonies in every part of the globe, with our great possessions in Asia, America, and Australia, ought to have a communication of its own, under the control of its own Government, independent of all private companies, independent of all foreign nations. To have that would be a powerful element in its equipment for the defence of the Empire against whatever might happen." Sir HENRY FOWLER has earned for himself a reputation as an administrator, which is far above any party considerations, and his straightforward defence of the policy recommended by Sir EDWARD SASSOON cannot but be in the long run of extreme importance in the uphill struggle in which all British residents in China are engaged.

The full report of yesterday's meeting of the Sanitary Board will appear in Saturday's issue.

Captain G. H. Potts, of the Hongkong Volunteer Corps, started for the north yesterday afternoon.

During the 24 hours preceding noon yesterday there were reported only two fresh cases of plague and four deaths.

The two men charged with stowing away on the *Loongong*, which was bound for Manila, have been fined \$10 each, and the cook \$100 for aiding and abetting.

On Wednesday night a number of men armed with revolvers broke into a house in the Shatoh district and stole property of the value of \$365. The matter was subsequently reported to the police, and early yesterday Inspector Macdonald arrested four men on suspicion.

Among the passengers who arrived by the P. & O. steamer *Coromandel* yesterday was Lieut. C. S. Peart, who joins the Chinese Expeditionary Force as Transport Officer. Lieut. Peart probably has been selected for the post owing to the fact that he has only recently returned from China, where he had spent 'ten months' leave.

At the Magistrate's yesterday a Chinaman was charged with being in unlawful possession of 13 piculs of sugar, valued at \$103. The man is the owner of a cinder-boat. At about nine o'clock on Wednesday night a Chinese constable who was patrolling in a boat saw a boat emerge from Stonecutter's Island with two men aboard. He went towards her to make an examination when the men jumped into the water and endeavoured to escape. One of the men got away, but the defendant was captured. He said he had brought the sugar from different boats. As it was in four bags there were no means of tracing where it had come from. The case was adjourned.

The following are the details of the official career of Dr. Mumm von Schwarzenstein, the new German Minister to China. He joined the Foreign Diplomatic Service (after having passed the examination in law and taken the degree) in 1885; he was appointed attaché to the German Embassy in Paris in 1887; Secretary to the Embassy in Washington from 1889 till 1922. In 1893 he was Secretary to the Legation at Bucharest. In 1894 on leave. From 1895 to 1899 clerk (Privy Counsellor of Legation) in the Foreign Office, Berlin, Political Department; 1899, Envoy Extraordinary and Minister Plenipotentiary at Luxembourg, and during this appointment for six months, chargé d'affaires at Washington.

Early yesterday morning the Yamaichi launch which had been missing since Tuesday night was met returning to the Harbour by the No. 2 police launch. After leaving Puya Central for Yamaichi at half-past eight on Tuesday night no more was seen of her, and it was concluded that a party of 20 men booked together as passengers had cleared away with her. The launch was placed in charge of a hukong and taken to the Police Wharf at Kowloon. The crew reported that about ten minutes after the launch had left the 20 men in question took possession of her and made for the Canton River. Later on she came up with a junk, and after ransacking the latter the men cleared off in boats. The men had four girls with them and these also cleared away.

It is rather a remarkable coincidence, says the *London and China Express*, that the death of Lord Loch should have occurred just at the present moment, for it was in the troubled days immediately after the first taking of the Taku forts in 1860 that he nearly suffered martyrdom in China, and now he has died within a few days of the second capture of those forts. In the light of present events the story of his sufferings in China is a striking proof that China is just where she was forty years ago, that she has learned nothing and, after all, in the last resort, is amenable to no argument save that of force. The story of our early dealings with China is also a significant reminder of the part which Great Britain played in opening-up the provinces of the Middle Kingdom to Western trade. We are afraid this pioneer work is too often apt to be overlooked amid the conflicting ambitions of foreign Powers who have, to some extent at any rate, entered into our labours.

Pursuant to an order of the Court of Admiralty the Chinese junk *Fleur de Lotus*, was put up for public auction at Colombo on the 22nd June. The junk which left Hongkong in January last was towed into Colombo some months back by the Shell Line steamer *Chiquet* from Singapore, having been built to the order of a Frenchman who intended exhibiting her at the Paris Exposition. Messrs. Delmoge, Forsyth & Co., the local agents of the Shell Line, preferred a claim of 1,000 dollars for towing the junk, but her owner could not settle it and left Colombo, and later on the crew deserted the vessel. The claim was brought before the Supreme Court, which is also the Colonial Court of Admiralty, and it was ordered to sell the vessel by auction. At the sale, however, there were only a very few persons present. The vessel was put up for sale by Mr. L. H. Ephraïms, auctioneer, and there were also present Mr. Jos. Gronier (Registrar of the Supreme Court), Mr. C. S. V. Morrison (representing Messrs. Delmoge, Forsyth & Co.), the Hon. Mr. F. C. Lees and the Captain of the junk. The bidding started with £1,000 and the junk was purchased by Mr. Morrison, for Messrs. Syme & Co., of Singapore, for £1,100. The vessel has a fine collection of curios on board.

H.M.S. *Dido* left here yesterday for Shanghai.

The German Mail of the 14th June was delivered in London on the 16th instant.

The following appointment has been made at the Admiralty—Sergeant J. A. Keogh, R.A., M.B., to Hongkong Hospital, to date June 22.

The Chinese Regiment requires Colour-Sergeants, and a Military order was issued at Dover recently calling for volunteers. The pay equals £152 a year.

Mechanics from Chatham Dockyard were working overtime at the end of last month on the first-class cruiser *Argonaut*, in order to complete her for her departure for China at the earliest moment.

Lead has greatly increased in price as a result of the war in China, and there is said to be a combination of American and Japanese merchants to corner the article in view of the necessities of the occasion.—*Kobe Chronicle*.

We regret to hear that the Italian Lieutenant Carlotto, who was seriously wounded at Tientsin, has succumbed to his injuries. He was kindly tended by Messrs. Carlowitz and Co. but their care was of no avail.

It was reported from Calcutta on the 3rd that "Abnormal heat is interfering with the rapid preparation of transports for China. The workmen refuse to work; consequently, in many cases, the vessels will not be ready to sail on the dates fixed."

Lieutenant Hobson, U.S.N., who had arrived at Yokohama on his way home invalided, offered his services as Naval Constructor on hearing of the accident to the *Oregon*, and these being accepted, he has proceeded to Kure, where the vessel went for repairs.

The total number of foreign refugees arrived at Nagasaki from North China exceeded 600 on the 12th inst. Of the above 10 are at Moji, 109 at Unzen, and the remainder at Nagasaki, where the authorities are endeavouring to obtain hotel accommodation for refugees.

In connection with the laying by H.E. the Governor of the foundation stone of the new Kowloon school at 5.30 p.m. to-day, we are requested to state that through the courtesy of Mr. D. Gillies, the steam launch *Prima* will leave Pedder's Wharf at 5.10 p.m. to convey intending visitors to and from Kowloon.

At a general meeting of the Singapore Chamber of Commerce on the 13th ult. it was unanimously agreed to ask Mr. T. E. Earle, the present chairman of the Chamber, to allow himself to be nominated for the seat in Legislative Council which Mr. W. H. Frizell has been obliged to resign.

The International Chess Tournament at Paris ended on the 20th ult. in the victory of the world's champion, Lasker, with a score of 14½ out of a possible 16. The American Pillsbury was second, the third and fourth prizes were divided between Marshall (American) and Macrooy (of Budapest, we believe), while Burn, of Liverpool, was fifth.

Admiral Dewey, interviewed on the situation in China, said: "I can see only one outcome to the conflict now in progress, and that is the adoption of the American policy of open ports for American commerce on equal terms with other nations. With a strong fleet in Chinese waters and a big army in the Philippines we are able to say to the European Powers: 'We are in this deal, too, gentlemen.'"

A portion of the remains of Buddha, presented by the Siamese Government to Japan, arrived at Nagasaki on the 12th by the *Nobilita*, in charge of some of the chief Japanese prelates of the Buddhist faith, who journeyed to Bangkok to receive the relics. The latter will be exhibited in the principal towns of Kyushu and will be enshrined finally in one of the principal temples of Kyoto.

How completely the Chinese crisis has superseded the South African affair in public interest may be gathered from the fact that the last batch of Ceylon papers has only one special telegram referring to the Boer war, which is to the following effect:—Sims, July 4th. A further supply of nearly three lakhs of tents is about to be despatched to South Africa, and Messrs. Cooper, Allen and Co. of Calcutta, are sending a further order of 50,000 pairs of boots.

It is stated that in view of the importance of the Far Eastern question, it is probable that an association, consisting of business men and members of Parliament interested in China, will be formed shortly with the object of educating the people by speeches and lectures as to the value of the interests which the British Empire possesses in the trade of the Far East, and of formulating and advocating a definite policy to be pursued by Great Britain when the present outbreak has been suppressed.

The *London and China Express* reports an interesting visitor on the 15th ult. in the lobby of the House of Commons, in the person of Mr. C. W. Pang, a native of Corea, who has just been brought to England by Mr. Pritchard Morgan, M.P., to act as secretary of the Consulate in London, the hon. member having been recently appointed Consul in the Metropolis. Mr. Pang, whose skirts of pale blue and cream led to some confusion in regard to sex, wore the wonderful hat peculiar to his country. He speaks English well, and has a very intelligent face.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 19th July 10.33 p.m.

## SHANGHAI INDIGNANT AT LI'S RECEPTION IN HONGKONG.

Great indignation is felt here in Shanghai at the honours paid to Li Hung-chang in Hongkong yesterday.

## SZECHUAN VICEROY GUARANTEE FOREIGNERS AT CHUNGKING.

Kuei Chun, Viceroy of Szechuan, guarantees the safety of all foreigners who proceed for refuge to Chungking.

## DROWNING FATALITY IN YELLOW RIVER.

SHANGHAI, 19th July, 10.33 p.m.

The rumour of the accidental drowning of John Birch (7 Hon. J. K. Birch) in the Yellow River on the 24th June is confirmed.

## THE WAR IN SOUTH AFRICA.

LONDON, 18th July, 8.10 p.m.

## DETERMINED BOER ATTACK.

Lord Roberts reports that the enemy made a determined but unsuccessful attack on his left flank, where General Hutton commanded. The Boer loss was 15 killed, 50 wounded, and 4 prisoners, the British 7 killed, 30 wounded, and 21 prisoners.

## 1,500 BOERS BREAK THROUGH CORDON.

1,500 Boers with five guns broke through Generals Hunter's and Bunde's cordon. General Broadwood's cavalry and General Ridley's Mounted Infantry are closely pursuing them in the direction of Lindley.

## REUTER'S SERVICE.

LONDON, 17th July.

## THE JAPANESE PRINCES IN EUROPE.

Prince Kotokito had a farewell audience with the Tsar prior to proceeding to Moscow.

## THE UNITED STATES AND THE CHINA CRISIS.

The United States are arranging to despatch 8,000 to 10,000 men as a reinforcement for China.

## THE SOUTH AFRICAN WAR.

President Kruger, according to latest advice, refuses to surrender till his supplies are exhausted. General Clery continues to be engaged in desultory fighting.

## THE CRISIS IN CHINA.

THREE MORE TRANSPORTS LEAVE HONGKONG FOR THE NORTH.

Three more transports left Hongkong for the north yesterday, viz., the *Unita*, the *Yuganda*, and the *Nawab*. The *Unita* only arrived on Wednesday night. She has on board 279 horses, etc., and 386 officers and men, including 155 rank and file 1st Bengal Lancers.

The *Yuganda* takes north 155 rank and file of the same regiment. The following particulars with regard to the regiment will be interesting to our readers.—The 1st Bengal Lancers, the Indian cavalry regiment which has been nominated for service in China, is the corps originally known as Skinner's Horse. It served in the Afghan war of 1842 and in that of 1878.

The 1st Bengal Lancers is recruited entirely from Mohammedans. Its honorary colonel is the Duke of York. It last saw service in Afghanistan. The Bombay regiment is raised mainly in Rajputana, while the 1st Madras Pioneers obtains its men from the south of the Peninsula. The latter regiment was first raised as long ago as in 1753. The Madras Sappers is a famous corps of engineers, in which families, generation after generation, have enlisted. At the building of bridges, the making of roads, the raising of forts, it is unexcelled. It can handle a rifle with pluck. There is no regiment with a finer record in the Indian Army List.

The *Nawab* which only arrived yesterday takes up a detachment (342 rank and file) of the 1st Sikhs, of which a contemporary says:—"Of the regiments selected for service in China two particularly distinguished themselves in the Pathan Revolt of 1897. It was the 1st Sikhs who furnished Mr. Geo. the political officer, with an escort on that ill-fated visit to the Tochi Valley, when the party were ambushed as they sat at lunch, and would have been annihilated but for the cool courage displayed by the native officers, every European officer having been shot down. The 1st Sikhs belongs to the Punjab Frontier Force. It has only four companies of Sikhs; two companies being composed of Pathans, one of Dogras or hill Rajputs, and one of Punjabi Mohammedans."

The other regiment referred to is the 24th Punjab Infantry, which is recruited in exactly the same way as the 1st. It formed part of the famous garrison of the Malakand. Of its Pathan companies the story is told that when the little force was in the most desperate straits the tribesmen shouted to their fellow-tribesmen to lay down their arms. "Certainly," was the reply from within the walls, "come and take the rifles from our hands." The tribesmen, rejoicing at their treachery, rushed gaily in, to be met by withering volleys and scornful cheers as the Pathans of the 24th Infantry blazed into the browns. The doctor of the regiment is Major, Withurch, V.C. He won the bronze cross at the siege of Chitral, when after a sally he carried home under heavy fire a wounded comrade on his shoulders.

Yesterday the General Officer Commanding at Hongkong received a wire to the effect that the *Pentacotta* had left Calcutta with the first wing of the Madras Pioneers.

## H.M.S. "TERRIBLE"

A Weihaiwei correspondent writes on the 12th inst.:—"It seems that H.M.S. *Terrible* was suddenly called to Chafoo on the 10th inst., disturbances being feared. When she arrived, however, she found everything quiet and she left at noon for Weihaiwei, whether she has just returned."

## THE PROTECTION OF THE PORTUGUESE IN CHINA.

Yesterday our Macao correspondent wrote that General Garcia had received a telegram from his son-in-law Senhor Figaredo, of Shanghai, to the following effect:—"Imminent danger Portuguese community abandoned. Request Government help." "The cruiser *Admiral*," our correspondent continues, "is waiting at Colombo to escort hither the troopship now on her way out from Portugal, though that she should be permitted to delay when she is so urgently required here is not a tribute to the energy of the Portuguese Government."

## FRENCH ATTITUDE IN THE CRISIS.

M. Delesclap, speaking in the French Chamber on the 31st ult. with regard to his Government's policy in the present circumstances, concluded his speech with the following remarks:—

"But until the European forces can effectively intervene, what will happen in Peking and Yunnan? To this I reply, with the sincerity always shown by me in this tribune, that the French Government, like the other Powers, can only have hopes, but those hopes seem to me firmly based. We count also on the experience and coolness of our agents, as also on the sense of personal responsibility of the Governor of Yunnan and the Peking Government, which they themselves know to be at stake. The Chamber remembers that, after having been called upon to quit Yun-nan-hien, M. François has been prevented and has found himself in some sort detained as a prisoner. M. François informed me of that situation by a telegram of the 14th, received on the 16th, in an anxious tone, published in full, for I am anxious to conceal nothing from the country. I was immediately pressed from various quarters to act, and the Government was reproached with inaction. But allowance must be made for ignorance or bias. Read the telegrams of M. François. He knows the country, he knows what is expedient and what is detrimental. Does he ask us to send troops? Never. Not one of his telegrams speaks of it. But not knowing what is happening or that the communications with Peking are interrupted, he says to the Government:—'Act in Peking.' Moreover in the telegram received last night he specifies what must not be done. Above all, he says, 'no troops to Yunnan.' Like all acquainted with the country, M. François has reflected that it is 300 miles from the Tonkin frontier to Yun-nan-hien, that this would take three weeks to traverse, and that the entry of French troops into that territory would be the signal for disasters which we might doubtless avenge, but which the Chamber will think it preferable to avert.

This is why I adopted a method irregular and exceptional, but dictated by the exceptional circumstances. I sent for the Chinese Minister and pressed him to telegraph to the Viceroy of Yunnan that his life would answer for the lives of our countrymen, and that France would always know how to reach him. I thus took the only measure which could be taken, and the latest telegram from M. François shows that it has not been fruitless. After having worded off present dangers it is in Peking and through Peking that France and the other Powers will ensure the security of their countrymen. All the Powers are in accord on this point, and I am glad to close these observations by testifying to that accord."

## RUSSIANS AND JAPANESE.

The Tokyo correspondent of the *Nagasaki Press* writes:—Hitherto the Russian soldier has been regarded by Japanese people as a semi-civilized being, given to all sorts of excesses. The Japanese officers now report the most friendly relations between the Japanese and Russian soldiers. The newspaper correspondents give examples of Russian courtesy and kindness to the Japanese soldiers, a number of whom were entertained at the Tongku railway station, while awaiting transportation, with tea and cigarettes, and finally with music. It is a little difficult to imagine how the musical instruments were procured. It may be, they were taken from some foreign residences at Peking, which had been partly destroyed. The fact that the Japanese can fight, if not better, at least as well as the Russians may have opened the eyes of the latter and paved the way for mutual respect. They will have abundant opportunities to watch each other and see whether Russia is justified in the bullying attitude assumed by some of her men. At all events, the public is pleased to learn that the Russian and Japanese soldiers behave towards each other with marked friendliness.

## LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., which left here June 19th for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 15th inst.

The C. P. E. steamer *Empress of India* arrived at Vancouver at 3.20 p.m. on Tuesday, the 17th July.

The P. M. steamer *Orion*, with mails, &c., left Shanghai for this port on the 19th inst. at daylight.

The C. & O. steamer *Carlotta City* left Yokohama on the 19th inst. and may be expected here on or about 29th inst.



## SUPREME COURT.

17th July.

## IN APPELLATE JURISDICTION.

(BEFORE HIS HONOUR SIR JOHN W. CARRINGTON, C.M.G. (CHIEF JUSTICE) AND HIS HONOUR T. SERCORDE SMITH (ACTING PUISNE JUDGE).)

SOO SUM AND ANOTHER V. THE HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

This was an appeal from the Judgment of the Chief Justice, sitting in Summary Jurisdiction, and delivered on the 15th June, 1900. Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) appeared for the Plaintiffs (Appellants) and Mr. E. H. Sharp (instructed by Messrs. Deacon and Hastings) for the Defendants (Respondents).

The appeal being on a question of law, the following case was stated for the opinion of the Court:—

1. By a contract dated 25th March, 1898, the Plaintiff Soo Sum and one Pang Yam, who is also Plaintiff in this suit by the Official Trustee in Bankruptcy, agreed with the defendants to build seven houses upon Kowloon Island Lot No. 540, and for the price therein stipulated, and the defendants agreed to pay to the plaintiffs from time to time such sums as should be certified as due by the architects employed by the defendants to superintend the erection of the said houses.

2. Soo Sum and Pang Yam were partners for the purpose only of carrying out the said contract and as such partners assumed and used the name of the "Sing Kee Contractors Firm."

3. On the 3rd February, 1899, one Chan Yung Ting recovered judgment in the Supreme Court Summary Jurisdiction, against Pang Yam for the sum of \$1,000 and costs.

4. On the 6th February, 1899, in execution of the said judgment against Pang Yam a Prohibitory Order addressed to the Defendants was issued and served on the Defendants.

5. The material part of the said Prohibitory Order was in the following words:—

"It is ordered that the said Defendant (i.e. Pang Yam) be and he is hereby prohibited and restrained until the further order of this Court from receiving from you (i.e. The Humphreys Estate and Finance Company, Limited, the present Defendants) portion of a certain debt alleged now to be due from you to the said Defendant, viz. the sum of \$1,100, being part of the sum of \$48,000, being balance due by you to the Defendants for the building of 7 houses on Kowloon Island Lot No. 540, and that you, the said Humphreys Estate and Finance Company, Limited, be and you are hereby prohibited and restrained until the further order of this Court from making payment of the said debt or any part thereof to any person whatsoever."

6. At the date of the said Prohibitory Order the sum of \$4,900, being the balance unpaid of the price stipulated in the aforesaid contract, was due by the Defendants to Soo Sum and Pang Yam jointly for the building of 7 houses on Kowloon Island Lot No. 540 and such sum was the property of the said Sing Kee Contractors firm, but there was no sum due in respect of such building to Pang Yam severally.

7. On the 7th February, 1899, the architects granted to Soo Sum and Pang Yam a certificate for \$2,100, portion of the aforesaid balance of \$4,900, whereupon the sum of \$2,100, became immediately due and payable by the Defendants to Soo Sum and Pang Yam jointly.

8. On the 7th February, 1899, before payment of any portion of the said sum of \$2,100, the Defendants received from Soo Sum's then Solicitors a letter, the material parts of which are as follows:—

"We are instructed by Soo Sum, a partner in the Sing Kee Contractors firm, who are erecting certain premises for you on Kowloon Island Lot No. 540, to inform you that he is the only partner in the firm who is entitled to receive any money under the said contract, and to give receipts therefore, the other partner Pang Yam having no authorities to bind the firm by his signature."

9. The Defendants refused to pay \$1,100 part of the said sum of \$2,100 to Soo Sum or to Pang Yam (viz. to Soo Sum and Pang Yam jointly) and on the 24th April, 1899, paid \$1,000 to Soo Sum and Pang Yam jointly and paid \$100 into Court under the aforesaid Prohibitory Order.

10. The Defendants alleged in their answer and tendered evidence at the hearing that in their belief there existed no actual partnership between Soo Sum and Pang Yam for the purposes of the said contract, but the Court held that such a partnership did in fact exist.

11. The said payment into Court was made voluntarily and not under pressure from the Court or its officers and Soo Sum protested against any such payment.

12. The Defendants claim that the said payment of \$1,100 into Court under the said Prohibitory Order had the same effect as payment of the said debt of \$1,100 to the persons entitled to receive the said debt, that is to say Soo Sum and Pang Yam.

The Questions for the opinion of the Court are:—

1. Were the Defendants by the said Prohibitory Order prohibited from paying the said debt of \$1,100 due by them to Soo Sum and Pang Yam jointly?

If by the words of the said Order they were so prohibited,

2. Was the said joint debt attachable in execution of the judgment against Pang Yam?

3. Had the Court jurisdiction to attach the said debt due to the Sing Kee Contractors firm not in execution of a judgment against the firm?

4. Had the said payment of \$1,100 into Court under the said Prohibitory Order the same effect as payment of the said debt of \$1,100 to the persons entitled to receive the said debt, that is to say Soo Sum and Pang Yam?

After hearing the arguments of Counsel their Lordships allowed the appeal and ordered judgment to be entered for the Plaintiffs for \$1,000 the amount claimed, and costs of the appeal and of the Court below.

In delivering judgment the Chief Justice stated that, in as much as when the case came before him in the Summary Jurisdiction he was then sitting for the ruling of that Judge, who had, in November 1897, in the case of The Lun v. The Hongkong and Kowloon Wharf and Godown Company, Limited, decided that the provisions of Section 76 (10) of the Code of Civil Procedure relieved a garnishee, who paid into Court money attached by a prohibitory order, from all further liability in respect of that money, whether or not it was afterwards ascertained that such money was rightly due to the person to whom it was alleged in the prohibitory order to be due. His Lordship the Chief Justice said that he himself could not hold that view. It appeared to him to be clear that it was the duty of a garnishee, on being served with a prohibitory order, to satisfy himself that the debt which he was thereby prohibited from paying was really due from him to the person to whom it was alleged in that order to be due, and if he chose to pay the money into

Court, and it turned out that it was not so due, then the payment would have been made at the risk of the garnishee. In this case the creditors of the Defendants were Soo Sum and Pang Yam, but the prohibitory order did not restrain the Defendant from paying a debt due from them to Soo Sum and Pang Yam jointly, but only from paying a debt alleged to be due from them to Pang Yam alone, and they were not, therefore, in the words of the Code, "prohibited from making payment of their debt to their creditor" and consequently payment by them into Court could not "have the same effect as payment to the party entitled to receive the debt." His Lordship failed to see that any special meaning could be attached to the fact that these words "the party entitled to receive the debt" are used in the latter part of the sub-section instead of the word "creditor" used in the earlier part of the section, they must both mean one and the person.

The first question in the stated case must therefore, His Lordship held, be answered in the negative and that being so, the Judgment in the Court below must be reversed.

His Lordship the Acting Puisne Judge concurred.

## THE "FOOK SANG" PIRACY CASE.

THE PRISONERS AT THE CRIMINAL SESSIONS. At the Criminal Sessions yesterday, before His Honour Sir John Carrington, C.M.G. (Chief Justice), Mok So Wong Tai, and Li Yung were charged with (1) piracy; (2) robbery; (3) robbery being armed. They pleaded not guilty.

The jurors were Messrs. E. G. Barrett, A. V. Apey, F. Kiene, C. H. Lamont, F. Lemm, W. Moore, and C. S. Gubbay.

The Attorney-General (the Hon. W. Meigh Goodman) said that at about seven o'clock in the morning of the 13th May a steam launch of some 40 tons, called the Fook Sang, left the Praya Central for Sam Chun, a large town on the borders of the New Territory.

To go to Sam Chun in the ordinary course of things the launch would go through Capiniam, past Castle Peak, to Deep Bay, when it would turn to the right and go up the river to Sam Chun. On board the launch were 40 or 50 passengers, seven of whom turned out to be pirates or robbers. There was also a chest of opium valued at about \$1,000 on board. All went well until Castle Peak Bay was reached. When about two miles from the shore, the seven robbers produced their revolvers. One of them covered the man who was steering and forced him to turn the launch's head for Macao, whilst the other six searched the passengers. When the launch was nearing Macao a confederate fishing junk came up and the spoil was transferred from the launch to the junk. Two men from the launch were taken on board the junk and the rest were left on the launch and told to clear off. The same night a report was made to the police, in the meantime the junk went forward, and at a certain point the spoil was taken ashore in small boats, and afterwards the two men who had been taken from the launch were given their fares to Hongkong and put ashore. Subsequently the first and third prisoners were arrested in Macao and the second prisoner in Hongkong.

Chow Ping, the master of the launch, said the second prisoner pointed a revolver at him while he was at the wheel and forced him to turn the launch towards Macao. The other six searched the passengers and ransacked their belongings, taking everything of value, including the opium, which they put in the baskets produced. The third prisoner dragged the runner and the ticket-collector into the junk, threatening to kill them if they did not go. Witness was then told to clear off, and he made for his destination. When nearing Sam Chun he grounded, and the passengers were landed in a boat. On getting the launch free he returned to Hongkong and reported the matter to No. 2 police launch. He identified the three prisoners as having taken part in the piracy.

The prisoners were found guilty and the first was sentenced to ten years imprisonment and the other two to eight years each.

## THE UNITED ASBESTOS ORIENTAL AGENCY, LD.

The following is the report for presentation to shareholders at the fourth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Limited, Queen's Building, on Wednesday, the 25th day of July, at 3 o'clock.

Gentlemen,—The General Managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1900.

ACCOUNTS.

The balance at the credit of profit and loss account after writing off \$2,667.85 for depreciation, and including \$6,991.78 brought forward from last year is \$15,979.34 which it is proposed to appropriate as follows:—

Amount voted to Mr. A. Anderson at last annual meeting... \$1,000.00  
To place to reserve fund... 2,000.00  
To pay a dividend at the rate of 15 per cent per annum on ordinary shares.  
On \$19,800 for six months ending 30th November, 1899... \$1,485.00 4,485.00  
On \$39,600 for six months ending 31st May, 1900 2,970.00 2,000.00  
To pay further dividend of 30 cents per share on 9,900 ordinary shares... 2,970.00  
To pay \$29.70 per share on 100 founders' shares... 2,970.00  
To amount carried forward to new account... 584.84  
\$15,979.34

## YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bronchitis, and Chest Colds is to apply Little's Oriental Balm. Rubbed well into the chest and back, it penetrates immediately to the inflamed parts. The tickling in the throat ceases; the spasm weakens; the cough disappears. It often cures when nothing else will. Could anybody say—"I was worn out almost to the grave with a macking cough that all the remedies and the doctors failed to relieve. It was cured with one bottle of Little's Oriental Balm. It shall be my doctor through life."

Sold at Re. 1 per bottle. Agents for Hongkong.—THE VICTORIA DISPENSARY, LD.

During the year it was found necessary to make a call of \$2 per share in order to meet the growing requirements of the Company's business, and we trust the result of the twelve months' working will be satisfactory to the shareholders.

AUDITOR.

The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LTD., General Managers.

BALANCE SHEET, 31st May, 1900.

LIABILITIES.

To capital 9,900 ordinary shares of \$10, of which \$4 per share paid... \$39,600.00  
100 founders' shares of \$10... 1,000.00  
fully paid... 40,600.00

To title payable... 4,964.33  
To sundry creditors... 2,353.33  
To profit and loss account, balance... 15,979.34  
\$69,918.91

ASSETS.

By value of launch *Gladiator* as per last account... \$3,750.00  
Less written off... 1,750.00  
5,000.00

By value of furniture, fittings as per last account... 400.00  
Since expended... 217.85  
182.15

Less written off... 317.85  
300.00

By value of material on hand... 40,062.44  
By unexpired portion of insurance policies... 58.44  
By sundry debtors... 7,749.99  
By cash in bank... 16,390.70  
By cash in hands of General Managers... 25.62  
\$69,918.91

PROFIT AND LOSS ACCOUNT, MAY 31st, 1900.

To trade expenses, salaries, commissions, launch working, rent advertising... \$1,426.33  
To interest... 50.00  
To auditor's fee... 242.33  
To depreciation for year ending 31st May... 2,967.85  
To balance carried to new account... 15,979.34  
\$49,816.03

By balance from last account... 6,991.78  
By profit on sales... 42,885.03  
By transfer fees... 20.00  
\$49,816.03

## CHINA IN PARLIAMENT.

THE REINFORCEMENT.

In the House of Lords on 18th ult. the Marquis of Salisbury, replying to a question by the Earl of Kimberley, said:—"I do not think we have any information about China which I can call interesting in its character. The Admiralty has gone back to Tientsin. This news comes through the Japanese boats, and we really do not know exactly what grounds he had for coming back or what his intentions are. I think you will see from the newspapers that the Taku forts have been attacked, but we have not received any information as to the results of that movement. I very much regret that I can give the noble Earl no fuller information, because it is naturally a matter which has every where created the utmost interest both in this and other countries. At present all that we have been able to do is to inform those who represent us that their discretion is absolute and to forward as many troops as we can."

In the House of Commons, Mr. Brodick, in reply to Sir H. Campbell-Bannerman, said:—"We have no news from Sir Claude Macdonald later than 12th, but nothing has reached us to confirm his report of a general attack on the Legations at Peking. The latest telegram from Admiral Seymour's forces is dated 13th inst., the telegram to Tientsin having been cut. A Japanese man-of-war which arrived at Chefoo last night from Taku reported that the Commander-in-Chief and troops had returned to Tientsin; also, that the Taku forts opened fire on the gunboats in the mouth of the river on Sunday at 12.30 a.m. The ships then engaged the forts, and the engagement was proceeding when the Japanese ship left at 5.50 a.m. Detachments from all the ships of war were landed on Saturday to protect Taku. There was one Chinese ship of war at Taku, but she remained passive. As regards reinforcements, the British troops from Hongkong will reach Taku on Thursday. We understand that Russian, French, and Japanese reinforcements are due about the same date. Additional British ships are on their way from Manila and Hongkong. I need hardly say no effort is being spared to get into touch with the Admiralty and give him every support in our power. In the last hour we have heard the telegraphic communication has been established in Taku and Tientsin, via Helamp, North Manchuria."

Mr. Yurburgh: May I ask whether it is the intention of Her Majesty's Government to send native troops from India to reinforce the garrison of Hongkong.

Mr. Balfour: The answer is in the affirmative. (Cheers.)

BRITISH INTERESTS ON THE YANGTZE.

On the 19th Mr. Yurburgh asked the Under-Secretary for Foreign Affairs whether arrangements had been made to supplement the forces on the Yangtze; and whether any intimation had been conveyed to the Viceroy of the Yangtze region that they will be held personally responsible for any injury to the lives and property of British subjects.

Mr. Brodick: The Admiralty have made arrangements for stationing additional ships at the most important ports on the Yangtze. Her Majesty's ships will, if necessary, co-operate with the Viceroy's on the Yangtze in the maintenance of order. No circumstances have at present arisen on the Yangtze making further action necessary. The latest information we have received as to the general position in China is the following telegram from Commanding Officer, Her Majesty's ship *Endymion*.

Wei-hai-wei, June 18, 1900, 8.30 p.m.—"After six hours engagement on June 17, Taku forts were silenced and occupied by the allied forces. On the previous afternoon additional men for storming forts were sent ashore from the ships. The British ships up the river engaged were *Algerine*, *stout*, *Whiting*, torpedo-boat destroyers; two latter captured four Chinese torpedo-boat destroyers. Casualties: *Algerine*, slight. Storming party and others unknown. Allied Admirals detained Chinese second-class cruiser flying Admiral's flag outside Taku. No information of a commander-in-Chief. China's return to Tientsin Bay had been received by the Rear-Admiral by 2 p.m. June 17. This information is later than that we received yesterday by Japanese gunboat."

A TELEGRAM FROM ADMIRAL BRUCE.

In his reply to Sir H. Campbell-Bannerman, Mr. Brodick said:—"I am afraid we have very little news. There is one telegram to the Admiralty, a portion of which is already in possession of the House. It is from Rear-Admiral Bruce at Taku, via Chefoo, dated June 20.—"June 17.—Taku forts captured by allied forces this morning. Bombardment commenced 12.50 a.m.; ended about 6.30 a.m. Taku later on. Chinese Admiral present with allied fleet. Flag flying in cruiser. At council meeting this morning he agreed to anchor with fleet, putting out fires. June 18.—No news from Commander-in-Chief and advanced guard. Tientsin now cut off; heavy fire heard there last night; 3,000 Russian troops under major-general here. My communications with allied authorities most harmonious. With regard to the heavy firing at Tientsin, a telegram has been received at the Foreign Office from the British Consul at Tientsin, via Chefoo. It is dated June 20, but it may perhaps have left Tientsin on 18th. It is to this effect:—'Before last night did much damage to line north of Tientsin and burned Roman Catholic cathedral, mission chapel, and great number of Chinese houses. Chinese troops made no visible effort to restrain them. On their attacking settlement foreign guard killed about 100. We have no later information.'

NO AUTHENTIC INFORMATION.

On the 21st ult. Mr. Lewis asked the Under-Secretary for Foreign Affairs whether he had received any further information relating to the safety of British subjects in Peking and the progress of the relieving force.

Mr. Brodick: I regret to say we have no authentic information. Our last communication from Sir Claude Macdonald is nine days old. The Admiralty's force when last heard of, sailed north-west of Tientsin, and the same distance from Peking. Tientsin, which is thirty miles from Taku, is now cut off from Taku, and telegraphic messages from the latter place have to be conveyed by steamer to Chefoo, a distance of about 250 miles. The latest news we have is a despatch from Rear-Admiral Bruce, which is as follows:—"Taku, via Chefoo, June 21. There has been no communication from the Commander-in-Chief for seven days; nor with Tientsin for five days. Allies hold Taku forts and Tongku securely, and they will advance for the relief of Tientsin when in sufficient strength. Troops are expected from Hongkong tomorrow, and 300 from Weihaiwei the day after tomorrow. It is believed that fighting is constantly going on between Tientsin. Our garrison there should be about 3,000 men. Following proclamation was agreed to this morning to be issued at once:—'The Admiralty and senior naval officers of the allied Powers in China desire to make known to all the Viceroy and authorities of the coast and rivers, cities, and province of China that they intend to use armed force only against Boxers and peoples who oppose them on their march to Peking for the rescue of their fellow-countrymen.'

EXPORT CARGOES.

For steamer *Santa*, sailed 17th July. For Havre—4 pkgs. Bakewell, 8 cases Feathers, 8 cases Blackwood, 30 cases Bristles, 30 cases Blackbamboos, 50 cases Staranised, 67 cases Chinaware, 70 bales Bamboos, 77 cases Human Hair, 250 pkgs. Cases, 300 rolls Mats, 359 pkgs. Tea, For Havre, and/or Bordeaux—5 bales Mats, 129 rolls Matting, For Havre and/or Hamburg: 1 bale Tea Mats, 2 cases Yang Yang, 5 cases Hats, 10 cases Essential Oil, 17 cases Chinaware, 30 cases Blackwood, 35 cases Cases, 147 bales Feathers, 98 rolls Matting, For Havre and/or Hamburg and/or London—10 cases Camphor, 30 cases Essential Oil, 42 cases Bristles, 200 bales Cassia, For Havre and/or Hamburg and/or Antwerp and/or London: 120 cases Bristles, For Hamburg—4 cases Preserves, 5 cases Cigars, 15 cases Chinaware, 19 cases Human Hair, 23 cases Sundries, 30 cases Essential Oil, 30 cases Staranised, 60 cases Cassia Buds, 100 bales Broken Cassia, 125 cases Bristles, 126 cases Wood Oil, 151 rolls Matting, 192 cases Camphor, 364 cases Crackers, 470 pkgs. Cases, 977 cases Tea, 1,800 cases Cassia, 2,557 bales Feathers, For Hamburg and/or Bremen, 76 rolls Matting, For Hamburg and/or London—35 cases Essential Oil, 250 cases Cassia, 1,033 pkgs. Cases, For Hamburg and/or Antwerp—8 pkgs. Cases, For Rotterdam, 33 pkgs. Shells, For London, 20 cases Essential Oil, For Lisbon, 1 box Silks, 23 cases Chinaware, For Buenos Ayres, 501 pkgs. Fire Crackers, For Valparaiso, 60 boxes Tea.

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W. B. REWER & CO. NEW BOOKS AND NEW EDITIONS.

Brassey's Naval Annual, 1900... \$10.00  
Boy, by Marie Corelli... 1.50  
New Revised Hill's Manual... 9.00  
Pittman's Typewriter Manual... 1.75  
Village Life in China, by Smith... 4.50  
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23 & 25, Queen's Road, Hongkong. [31]

PUBLIC COMPANY.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

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THE TRANSFER BOOKS of the Company will be CLOSED from 25th July to 7th August inclusive.

By Order of the Board of Directors. T. ARNOLD, Secretary.

Hongkong, 17th July, 1900. [1996]

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By Order of the Board of Directors. T. ARNOLD, Secretary.

Hongkong, 17th July, 1900. [1996]

## PUBLIC COMPANIES.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting



## NEW ADVERTISEMENTS

THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Company's Office, No. 9, Praya Central, on THURSDAY, 26th of July, at 11 A.M.

LUTGENS, EINSTAMANN & CO.,  
General Agents.  
Hongkong, 20th July, 1900. [2023]

## NOTICE

BY Order of the Board of Directors, Mr. E. F. GROS has been authorized to Sign per Procurator in conjunction with one of the Managers.

H. SCHOTTLEAENDER,  
Acting Manager.  
Hongkong, 20th July, 1900. [2019]

WANTED for Tokyo, Japan, ENGLISH GOVERNORS to a Boy eight years old. Kindly address references and terms to Dr. L. L.

Care of Office of this Paper.  
Hongkong, 20th July, 1900. [2020]

TO LET, FURNISHED.

A HOUSE at the Peak for August and September. Rent \$100 per month. Apply to—

G.  
Care of Office of this Paper.  
Hongkong, 20th July, 1900. [2021]

THE INDUSTRIAL ART.  
(MOSAIC TILE FACTORY)

THE Business hitherto conducted under the Style of CASUSO & CO. has now been taken over by myself, and I therefore beg to inform my patrons that I am prepared to execute all orders for Colored Tiles, Mosaics, Artificial Marble and Granite Monuments, Statues, &c., under an improved system, and in an expeditious manner.

All communications should be addressed to the Factory—Nos. 213, 215, 217, Queen's Road East (opposite McGregor Barracks).

J. M. CASUSO,  
Auctioneer.  
Hongkong, 20th July, 1900. [2022]

PUBLIC AUCTION.

ON MONDAY, the 23rd July, 1900, at 2.30 p.m., at his Sale Room, Duddell Street.

A LARGE QUANTITY OF HOUSEHOLD FURNITURE (of every Description).

2 AMERICAN BICYCLES (New).  
1 RICKSHA (Almost New).  
On View from Saturday, the 21st July. Catalogues will be issued.

Terms:—As Customary.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 20th July, 1900. [2023]

AN ACKNOWLEDGMENT.

I AND others left Shanghai on the 10th inst., for the s.s. *Yukon*, for Kwangtung, on account of the present crisis. As the residents in Shanghai, male and female, had commenced to leave to go to other places for safety, the *Yukon* was crowded with passengers, numbering several hundreds. The weather being extremely hot, we suffered terribly on account of the crowding. Fortunately we, the passengers, were taken good care of by Captain Lunt and the Comproadors. Mr. Chan Yuk-nam, who made better arrangement and gave us as good accommodation as possible, so that we were made very comfortable without any fear of danger. On the voyage some passengers were seriously attacked by sickness, and some women giving birth to children and some being unable to stand the sickness and the heat, tried to throw themselves into the sea; a case of the latter even occurred when reaching Tiger Pass. When such cases occurred, the Captain and the Comproadors tried their best to save and console them. All the passengers have now reached home in safety. As the obligation and the kindness we received from these two gentlemen is so great, I, being one of the passengers, therefore beg to publish these few lines on behalf of several of my fellow passengers as an acknowledgment of our gratitude.

MAK HEW SANG and  
LEUNG YAU KI.  
Hongkong, 20th June, 1900. [2027]

NORDDEUTSCHER LLOYD.  
NOTICE.

STEAM TO SANDAKAN.  
Calling at KUPAT if sufficient inducement offers. The Company's Steamship.

"SANDAKAN."  
Captain Ma'do will be ready to load for the above port TO-DAY, the 20th inst.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 20th July, 1900. [2023]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—  
Leading Articles:—  
Affairs in North China.  
H.E. Li Hung-chang's Departure.  
The Need of Public Ground in Kowloon.  
The Trade of Peking.  
The Crisis in China.  
Legislative Council.  
Sanitary Board.  
Hongkong General Chamber of Commerce.  
The Crisis: Telegrams.  
Inquiry into the Recent Fire.  
Missionaries in China.  
The Crank.  
Affair in Queen's Road East.  
Consular Reports.  
Plague Treatment.  
The Secretary of the Philippine Commission.  
The Attempt on Kang Yu-wei at Singapore.  
Canton.  
Correspondence.  
Indo-China Steam Navigation Co.  
Hongkong Volunteer Corps.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance; postage, 82.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.  
Hongkong, 20th July, 1900.

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship  
"THALES,"  
Captain Passmore, will be despatched for the above port TO-MORROW, the 21st inst., at 11 A.M.

For Freight or Passage, apply to  
DOUGLAS LAPEAK & CO.,  
General Managers.  
Hongkong, 20th July, 1900. [2024]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"KUMSANG,"  
Captain Payne, will be despatched as above on FRIDAY, the 27th inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 20th July, 1900. [2025]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"INDRAVELLI,"  
Captain W. E. Craven, will be despatched as above on or about the 24th August.

For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 20th July, 1900. [2026]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"COROMANDEL,"  
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c. ex s.s. *India*, *Porpoise* and *Arctic*.  
From Australia, ex s.s. *Oceana*.  
From Madras, ex s.s. *Zemania*.  
From Persian Gulf, ex s.s. *Mohomudi*, *H. Balchour*, *Assyria* and *Kilma*.  
From Zanzibar, &c. ex s.s. *Nizam*.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th instant, at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 18th July, 1900. [1]

## FOR SALE.

ON Board the U.S.S. "MONTEREY,"  
Kowloon Dock.  
13,000 lbs. COMPOSITION CONDENSER TUBES.

75,000 lbs. BOILER MATERIAL (Tubes, Drums and Manifolds, Steel).

Proposals, addressed to the Commanding Officer, U.S.S. "MONTEREY," for the above Material, will be received at Noon, SATURDAY, July 21st, 1900. Terms of sale, Cash.

All Material to be removed within one week from date of sale.

All proposals to be in duplicate and legibly marked "Proposals for Old Material, to be opened at Noon, July 21st, 1900."

A deposit of 25 per cent of the bid shall be required as security for the payment of the balance and removal of the purchase within one week.

Hongkong, 18th July, 1900. [2008]

DAVID CORSAE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELINCE CROWN  
CANVAS  
TARPAULING  
ARNHOLD, KARBBERG & CO.,  
Sole Agents.

CLERK WANTED.

WANTED, a CHINESE CLERK, with a fair knowledge of English, for a Mercantile Office.

Apply by letter to—  
BOX 644.  
Care of Office of this Paper.  
Hongkong, 19th July, 1900. [2015]

OFFICE ENGAGEMENT.

WANTED, by a Gentleman of experience, an appointment as OFFICE MANAGER or SECRETARY, or any employment of a confidential nature. Is a competent accountant, and has been Office Manager of two large Companies.

First Class Testimonials.  
Address—  
ACCOUNTANT.  
Care of Office of this Paper.  
Hongkong, 7th July, 1900. [1331]

## AUCTION.

ON View FROM THURSDAY, THE 19TH JULY, TILL DATE OF SALE.

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from J. BLACK, Esq., to sell by Public Auction within his residence "Larkspur," Richmond Road, TO-MORROW (SATURDAY), the 21st July, at 2.30 p.m.

THE WHOLE OF THE VALUABLE FURNITURE  
Contained therein, comprising:—  
TEAKWOOD WARDROBE WITH GLASS  
TEAKWOOD OVERMANTEL, TEAKWOOD EXTENSION DINING TABLE, DINING ROOM CHAIRS, MARBLE TOP WASHSTANDS, double and single BRASS MOUNTED BEDSTEADS, RUGS, CARPETS, DINNER SERVICE, &c., &c.

Also  
One COTTAGE PIANO, by Kirkman, London.  
One COTTAGE PIANO, by Sawday, London.  
TERMS:—As Usual.  
HUGHES & HUGHES,  
Auctioneers.  
Hongkong, 17th July, 1900. [1994]

## AUCTIONS.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction at his Sale Rooms, Zetland Street, No. 2, TO-MORROW (SATURDAY), the 21st July, 1900, commencing at 3 p.m.

A Fine Collection of CANTON LACQUERWARE, IVORY and TORTOISESHELL CARVINGS, TEA and CIGAR BOXES, COMBS, CIGARETTE CASES, BLACKWOOD SCREEN, &c.

Also  
A Lot of very Fine CANTON SILK EMBROIDERIES, TABLE COVERS, BED COVERS, SILK DRESSES, &c.

On View at the Undersigned's.  
TERMS OF SALE:—As customary.  
PAUL BREWITT,  
Auctioneer.  
Hongkong, 19th July, 1900. [2017]

## GOVERNMENT NOTIFICATION.

No. 358.  
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 23rd day of JULY, 1900, at 3 p.m., are published for general information.  
By Command.

F. H. MAY,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 14th July, 1900. [1907]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 23rd day of JULY, 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Use Price.
N.	S.	E.	W.			
1	10	10	10	10	10	10

GOVERNMENT NOTIFICATION.

No. 359.  
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 23rd day of JULY, 1900, at 3.15 p.m., are published for general information.  
By Command.

F. H. MAY,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 14th July, 1900. [1998]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 23rd day of JULY, 1900, at 3.15 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

Particulars of the Lots.

No. of Sale	Registry No.	Locality	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Use Price.
N.	S.	E.	W.			
1	10	10	10	10	10	10

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TUESDAY, the 24th July, 1900, at 11 A.M., at the Silk Works, Lap Sui Wan (near the Rope Works).

FOR ACCOUNT OF THE CONCERNED, THE WHOLE OF THE POWER SILK WEAVING PLANT, &c., comprising:—  
LOOMS for WEAVING PLAIN and FIGURED SILKS, WINDING and DOUBLING FRAMES, BEAMING and WARPING MILLS, FINISHING MACHINES, One HYDRO EXTRACTOR, &c., &c.

Also  
The 16-H.P. (nominal) DOUBLE CYLINDER HORIZONTAL PETROLEUM ENGINE, together with a Valuable Quantity of SHAPING and PULLEYS.

The whole is in first class working condition and order.

The Mill is now on View and can be inspected by intending purchasers on presentation of an inspecting order to be obtained from the undersigned.

Catalogues will be issued prior to Sale.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 17th July, 1900. [1995]

RUIBART PERE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1521]

PORTLAND CEMENT

J. B. WHITE & BEOS  
SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.  
Hongkong, 18th September, 1899. [1765]

## BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL £1,000,000  
PAID-UP CAPITAL £ 324,374

## HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:  
CHAN K. SHAN, Esq. D. GILLIES, Esq.  
CHOW T. SHANG, Esq. J. T. LAURE, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed, 5%.

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA), LIMITED.  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000  
PAID-UP CAPITAL " 1,250,000

## HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOTEDA, Esq. President.  
Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES:  
Tokyo Osaka Yokohama Kobe  
Nagasaki Kyoto Nagoya Taiwan  
Manji Hiroshima Hakodate Otaru  
Hongkong Shanghai Amoy  
Chungking Fusan

HEAD OFFICE—INTEREST ALLOWED.  
On Current Account 4 3/4% per annum  
On Fixed Deposits:—  
For 3 months 5 1/2% per annum  
" 6 " 6 " " " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.  
TAKESHI DOKI,  
Manager.  
Taipei, 20th November, 1899. [200]

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL over £210,000  
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000  
£635,000

HEAD OFFICE:  
36, Nicholas Lane, London.  
BRANCHES:  
Hongkong, Shanghai, Singapore.

AGENCIES:  
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:  
The Bank of England and the Capital and Counties Bank, Limited.  
General Manager—F. C. BISHOP.

INTEREST ALLOWED.  
On Current Accounts " 2 per cent  
" Fixed Deposits 3 months " 4 " "  
" Do " 6 months " 4 1/2 " "  
" Do " 12 months " 5 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with the above places.  
Hongkong, 1st May, 1900. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000  
SUBSCRIBED " £1,125,000  
PAID-UP " £ 562,500  
RESERVE FUND " £ 30,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.  
ON FIXED DEPOSITS:—  
For 12 months " 4 1/2%  
" 6 " " 4%  
" 3 " " 3 1/2%  
J. THURBURN,  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000  
RESERVE FUND £11,500,000  
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:  
N. A. SIEBE, Esq.—Chairman.  
R. SHEWAN, Esq.—Deputy Chairman.  
E. Goss, Esq.  
Hon. R. M. Gray  
Hon. J. J. Kewick  
D. Meyer Moses, Esq.

CHIEF MANAGER:  
Hongkong—SIR THOMAS JACKSON.  
MANAGER:  
Shanghai—J. P. WADE-GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per Cent per Annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent per Annum.  
For 6 months, 3 1/2 per Cent per Annum.  
For 12 months, 4 per Cent per Annum.  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 1st June, 1900. [17]

## BANKS.

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tels 5,000,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin  
Tientsin  
Canton  
Hankow  
Tientsin (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons,  
Union Bank of London, Ltd.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLEAENDER,  
Acting Manager.  
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tels 5,000,000  
PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:  
Canton  
Hankow  
Peking  
Shanghai  
Singapore  
Swatow  
Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities. Bills Discounted.  
INTEREST ALLOWED ON DEPOSITS  
At 2 1/2 per annum on Current Account daily balances.  
3 1/2 per annum on Fixed Deposits for 3 months.  
4 1/2 " " " 6 " "  
5 " " " 12 " "

E. W. BUTTER,  
Acting Manager.  
Hongkong, 2nd February, 1900. [22]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000  
RESERVE LIABILITY OF SHAREHOLDERS £800,000  
RESERVE FUND £525,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance.  
On Fixed Deposits for 12 months 4 per cent.  
" 6 " " 3 1/2 " "  
" 3 " " 3 " "

T. D. SANSON,  
Acting Manager, Hongkong.  
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED Yen 24,000,000  
CAPITAL PAID-UP " 18,000,000  
CAPITAL UNPAID " 6,000,000  
RESERVE FUND " 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
Tokyo  
London  
Kobe  
Nagasaki  
Lyons  
New York  
San Francisco  
Honolulu  
Bombay  
Shanghai  
Tientsin  
Newchwang

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LIMITED.  
PARIS BANK, LIMITED.  
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2 per annum.  
" 6 " " 4 1/2 " "  
" 3 " " 4 " "

S. CHOW,  
Manager,



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS &amp;c.

**PAUL BREWITT**  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

**HUGHES & HOUGH**  
Auctioneers to the Government, and Share  
and General Brokers, corner Lee House  
Street and Praya Central.

**GEO. P. LAMBERT**  
Auctioneer, Valuer and Goods Broker,  
Duddell Street.

**V. I. REMEDIOS**  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

**STAG HOTEL**  
148 and 150, Queen's Road Central.  
Comfortable and Cheap.

**THE WESTERN HOTEL**  
Excellent Accommodation, \$2.50 per day.  
90 and 92, Queen's Road West.

## BOOKBINDING

**"DAILY PRESS" OFFICE**  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

**W. BREWER & CO.**  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

**KANG ON**  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

**CHEMISTS, DRUGGISTS, &c.**  
Mechanics engaged, Estimates given.

**THE PHARMACY**  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

**THE VICTORIA DISPENSARY**  
Chemists and Druggists, High-class Aca-  
demic Water, Dealers in Photographic  
Requisites, Queen's Road.

**WATKINS, L.D. APOTHECARIES' HALL**, 60,  
Queen's Road Central. Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

**FUJIYAMA & CO.**  
Importers, Exporters and Dealers in Japa-  
nese Curios, 5, D'Aguiar St., and at Kobo.

**KUHN & KOMOR**  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

**KWONG HING**  
China Porcelain, Crockery Ware, 58a,  
Queen's Road Central.

## DENTISTS

**WONG HONG**  
Surgeon Dentist, 50, Queen's Road Central.

**WONG TAI FONG**  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DINING ROOMS

**THE COSMOPOLITAN HOUSE**  
Breakfasts, Dinners, Wines, etc.,  
with Meals, 34, Queen's Road.

## DRAPEES

**EBRAHIM ELIAS & CO.**  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.

**WING HOP**  
Ladies' Tailor, Dressmaker, Draper, 62,  
Wellington Street.

**SEE WOO**  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR MERCHANTS

**SPERRY FLOUR COMPANY**  
Merchant Millers, San Francisco.  
Eastern Branch, Pedder Street.  
WILLIAM WHEAT, Manager.

## FURNITURE WAREHOUSEMEN

**A CHEE & CO.** Established 1850.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

**LI KWONG LOONG**  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

**THE MUTUAL STORES**  
SPECIALISTS LIPSON, L.D.  
8 and 10 D'Aguiar Street.  
Provision and General Merchants.

**H. TIE**  
Wine and Spirit Merchants, Groceries,  
Best Goods, Lowest Rates. Try Charles  
Evaporated Cream, 16, D'Aguiar  
Street.

## JEWELLERS

**KANG LEE & CO.**  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 38,  
Queen's Road Central.

**MAISON LEVY HERMANOS**  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hobe.

**SUN SHING** Established 1840.  
Silks, Gases, Orange Shaws, Chinaware,  
Ivory, etc., Gold and Silversmiths and  
Engravers, 90, Queen's Road Central.

**WAH LOONG**  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Human Hair, Fea-  
thers, 88, Queen's Road Central.

## THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING  
COMPANY** Head office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

HONGKONG  
BUSINESS DIRECTORY.

## MERCANTILE AGENT

**WOODS & CO.**  
Duddell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

**E HING**  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

**MEE CHEUNG**  
Tea House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc. Devel-  
opment Works, Amateurs' Requisites.

**M. MUMFAY, JAPANESE ARTIST**  
Engraving and Crayon Enlargements. Work  
done for Amateurs, 8a, Queen's Road, Cl.

**YEE CHUN**  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

**H. YERRA**  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wanchai.  
Amateur's Requisites a Specialty.

## PRINTING

**"DAILY PRESS" OFFICE**  
Proofs read by Englishmen.

## RATTAN FURNITURE

**WOO KEE** Late HANG CHEUNG SHING.  
Rattan Chairs, Matting, Bamboo Blinds,  
etc., 73, Queen's Road Central.

**KWONG TAI LOY**  
Rattan Furniture, Bamboo, Blinds, Mat-  
ting, all Colours, 18, Praya Central.

**SANG MOW**  
Rattan Furniture, Bamboo, Screens, Mat-  
ting of all Colours, 43, Queen's Road, Cl.

## SILK GOODS DEALERS

**DHUNAMAL CHELLARAM**  
Dealer in Indian, Chinese, and Japanese  
Silk and Fancy Goods, also Art Works,  
2, D'Aguiar Street.

**THE GLOBE (TEJUMULL PONSUNG)**  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars, 12, D'Aguiar Street.

**SINGH & CO.**  
Silk Handkerchiefs, Shawls, Table Covers,  
etc. Wholesale and Retail, 122, Queen's  
Road Central and 123, Wellington St.

**WASSIAMULL ASSOMULL**  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

**FR. BLUNCK**  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 68, Praya Central.

**LANE, CRAWFORD & CO.**  
Tailors and Outfitters, Piano-forte Dealers  
Shipchandlers, Furniture Dealers and  
Upholsters, Wine and Spirit Mer-  
chants.

**MORE & SEIMUND**  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 17, Praya Central.

## TAILORS

**AM-MEN, HING-CHEONG & CO.**  
Tailors, Drapers and Outfitters, Queen's  
Road Central, Old Club Site.  
Branch: A-MAN, opposite City Hall.

**R. HAUGHTON & CO.**  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

**HUNG YUEN**  
Outfitters, Shirt Makers, Hatters, Hosiery,  
Drapers, 85, Queen's Road, Central.

**LANE, CRAWFORD & CO.**  
Queen's Road.

**TAK CHEONG**  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiery, and Drapers. Chinese Silk of  
all kinds, 50 & 52, Queen's Rd. Central.

**YEE SANG PAT & CO.**  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

**D. S. DADY BURJOE, "LOS FILIPINOS"**  
Importer of the Best Manila Cigars, 25,  
Pottinger Street.

**KRUSE & CO.**  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents.  
Comnaught House, Queen's Road.

**VICTORIA CIGAR DEPOT**  
1 and 2, Leoyune Street East. AGENTS FOR  
W. KENNEDY & Co. 37, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

**WINE & SPIRIT MERCHANTS**

**H. PRICE & CO.**  
12, Queen's Road  
and Calle Ardeague, Manila.

## AMERICAN SYSTEM

**DENTISTRY**  
AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEE  
(LATE OF POHSE & NOBLE)  
Hongkong, 15th September, 1899. [176]

## WITH SEYMOUR'S COLUMN.

A DIARY OF THE ATTEMPT TO RELIEVE  
PEKING.

[Continued from yesterday's issue.]

June 21st, 7.30. Column resumed its advance on both banks of the river. 7.40, three Chinese field-guns observed moving in the direction of Peitsang. Sounds of heavy firing in direction of Tientsin again heard all the morning. Natives report it is General Nish fighting Boers. 8.15, large body of cavalry seen on our left flank, which were at first taken for Russians, but a shell pitched near our flanking parties at 8.25 from the left of the village the cavalry had just passed, convinced us that they must be Nish's cavalry. Our guns were soon in action, replying to the enemy's fire, and the rattle of musketry soon became general. Advanced into village with American 3-inch and *Radynion's* machine guns. Enemy soon had range, and dropped shells into the village, some falling unpleasantly close, one in particular bursting in the street where our guns were drawn up, but without hurting anyone. Village was cleared without much difficulty, and the enemy retired and took up his position in the next village, 19.15, Germans and Russians on the left bank (proper) began their advance. Flag-Captain Jellicoe, *Centurion*, dangerously wounded in the chest, feared mortally. Lieut. Bamber, *Centurion*, slightly. Midshipman Burke, shot in the leg. Many of the enemy threw away their weapons and ammunition, of which a good deal was taken by our men. 2 p.m., passing through Peitsang, with opposition all the time, every foot being disputed. The fighting during the whole day was of the severest description, the enemy hanging on to his cover with the greatest tenacity. From a prisoner brought in we learn that Tientsin is exceedingly hard-pressed, having had almost continuous fighting for the past five days. It is very evident that we can hope for no help from that quarter. The great matter for anxiety is the ammunition supply, which, there is only too much reason to fear, is running very short. When it is finished I am much afraid the column is finished also. However, there is this much consolation to be got out of it, albeit a very poor one, that if we go we shall be amply avenged. The greatest worry I have is the present terrible uncertainty about Tientsin. The enemy's fire throughout the day was terrific, and for the most part fairly well aimed. That our casualties were no heavier than they were was due to the cautious manner in which our troops were handled. When necessary our men responded magnificently to the order to advance, and the behaviour of the troops, as regards steadiness under a tremendous fire, was splendid. In the morning's fighting the *Centurion* alone lost one killed, the Flag-Captain, one lieutenant, two midshipmen, and ten men wounded. It is a shocking business. It seems to me that the best thing that could be done now would be to abandon our transport, strike for the railway line, make a forced night march on Tientsin, and endeavour to join hands with the people there. The great difficulty our men have experienced has been the inability to locate the whereabouts of the enemy's artillery, owing to their using smokeless powder. Fighting lasted continuously from 8.15 a.m. until darkness set in. At 7.45 a shell burst close over our boats, wounding severely a German seaman, who was sitting on the deck of the boat containing their wounded.

June 22nd.—Made a start at 1 a.m., after we had had several alarms and a good deal of firing. At 3 a.m. volleys of rifle-fire poured at us by the enemy on proper left bank of river. Just before 5 a.m. we walked into a beautiful ambush as our troops were caught in. The enemy allowed our main column to pass, and then opened fire with four guns, and a tempest of musketry. Our men were sent across the river, into a village above the forts firing at us. A party of Germans also crossed lower down. At 6.15 the marines, under Major Johnston, made a magnificent bayonet charge, carrying the nearest fort, which had been making things decidedly unpleasant for us, and capturing five guns, which were promptly turned against the enemy. The latter fled, without waiting for either marines or Germans to get at them. It was a really splendid piece of work. "Arms and ammunition, much of it of the very latest pattern, were found in nearly all the houses we passed through. During the forenoon it was decided to hold the captured forts, and send in a small force of marines with Currie as a guide to endeavour to enter the foreign settlement, starting at 9 p.m. At about 1 p.m. the enemy attacked the captured Arsenal with between 5,000 and 6,000 men. Our firing line was reinforced to a strength of 700 men. A gun belonging to the enemy placed on a railway bridge some 2,000 yards away, caused us considerable annoyance. The fighting was of the most desperate character, the Chinese troops making several most determined rushes, which were gallantly repelled by our men. The attack was finally repulsed by about 2.45 p.m., and our men chased the enemy for some distance across country, burning the adjacent villages, which were likely to afford cover to them. Our casualties were unfortunately rather heavy. Commander Bachelot, of the German *Kaiserin Augusta*, was killed, and Captain M. Calla, U.S.S. *Newcomb*, slightly wounded. 120 marines, under Captain Doug and Barty, with Currie as guide, left to get through to establish communication with Tientsin. I gave my telegrams to Currie, with instructions that they were to be torn up in case of capture by the Chinese.

After allowing us to spend a quiet night the enemy began by an attack on us at 2.30 a.m. 6.30 a.m. the enemy seems determined to annoy us by long range firing. Our casualties are becoming very frequent, and it is perfectly heart-rending to see the ghastly procession of poor mangled fellows led and carried in Captain Baylis, R. M. A., and two men were rushed by the enemy and killed. At 3 a.m. the marines who essayed to get through to Tientsin returned, having been nearly cut off by strong bodies of the enemy. They had lost 4 killed and two wounded. A bad dust-storm has come up, and makes matters very uncomfortable even for those of us who are sound, but the poor wounded! It must increase their sufferings terribly. I fear this is going to be a very bad business indeed. If only we had the captured guns mounted to sweep the whole of the surrounding country, things might soon be better. I trust they will be got up in the course of the day. One 4-inch gun was got to work before 9 o'clock this morning, and I hope others will soon follow. Among the guns found in the captured arsenal is a 1-pounder Pom-pom gun. Good business! One quadrangle, with its four large buildings, has been cleared of its contents—consisting of gun-limbers and mountings, and old-fashioned spherical shell, unfilled—and converted into a hospital. No incident of any importance occurred during the remainder of this day. The Germans were employed in mounting the Krupps found in the captured armoury, and placing them on the most advantageous positions on the walls. Shells were dropped into the surrounding villages, from which the enemy had been existing us annoyance by sniping and mowing under their cover for such attacks as they have made.

24th June.  
We have had another quiet night. At 2.30 a.m. the walls were manned in anticipation of an attack but nothing occurred. Throughout this affair the behaviour of the British, American, and German troops has been simply splendid and their work has been of such a character as to command the unqualified admiration of all. They have certainly so far upheld all the best traditions of their respective services. We learn from a wounded prisoner that General Nish attacked Tientsin on the 16th, and was repulsed with a loss of 300 men, and that his troops are very much discouraged. The Taku Forts are said to be in European occupation, and General Ma (Sung?) is investing them with a view to their recapture. This has been an entirely uneventful day. Nothing in the way of an attack has been delivered, and no signs of any. Our men have been engaged in strengthening the defences of the position, and in mounting the captured guns so as to command the whole country. Another dust-storm has been raging all day. Two prisoners jumped into the river to escape, and were shot. One of our prisoners says that this place was held by 5,000 troops when we attacked it. Nish had 7,000 when he tried to recapture it on the same afternoon. In the evening we sent up coloured lights to attract the attention of the people in Tientsin, which were answered.

25th June.  
After another quiet night, heard artillery firing in the direction of Tientsin. An 8.7 centimetre Krupp was placed in position to shell the enemy's fort, and opened fire shortly after 7 a.m. At 7.25 observed a strong body of the enemy advancing to the railway line some 2,000 to 2,500 strong. By 9 o'clock it was reported that a relief force was in sight, and before 9 o'clock we were in touch with the column marching from Tientsin to our relief, composed of all nationalities, ours being blue-jackets, marines, and three companies of the Welsh Fusiliers. We were all overjoyed to see them. It has been decided to move the wounded across the river this afternoon, and destroy the whole of the Arsenal and stores, bivouac on the opposite side of the river, and move down to Tientsin to-morrow at daybreak. All the afternoon has been occupied in getting our things and the wounded across the river, and we hope soon to be on our way to Tientsin, and comparative safety again.

26th June.  
Began retirement on Tientsin, which was carried out without incident, column entering Tientsin at about 10 a.m.

**DON'T LET THE CLOCK RUN DOWN.**  
"The human body," says a great physician, "is a seventy-year clock."  
Yes, and like all other clocks the time it will run depends largely on how it is treated. Take the pendulum weight off the end of the wire and your clock will rattle away at the rate of half a dozen hours in one. Neglect it and it will run irregularly; now fast, now slow. Break the mainspring, or a wheel, and it stops instantly. Take intelligent care of it and a good clock will serve your grandchildren as faithfully as it now serves you.  
There is an important difference, however, between your clock and your body. Even after your clock is completely run down, and at a standstill, you can wind it up and set it going again. Not so with the body. Once stopped it goes no more.  
We know the limits of its meaning perfectly well, yet, speaking literally, Mr. Matthew L. Brown was not "completely run down" at the time he refers to. Thankful we are, and more thankful still he is, for that. But he was frightfully near it. The pendulum beat very slowly and weakly, and the hands could scarcely be trusted to tell the true time.  
"About five years ago," writes Mr. Brown, "I was completely run down. I lost my appetite. I could get nothing to lie on my stomach. Sometimes I would take dizzy spells and nearly fall down, and would see black dots before my eyes. I kept getting worse all the time.  
I tried different patent medicines; they gave me no relief. I kept getting worse. I tried two of the best doctors in the place; they did me no good. I was obliged to take to my bed.  
"I would take faint spells and my heart would beat and flutter, and I would nearly smother for breath. I felt more like dying than living.  
[Then] fainting or sinking spells, of which Mr. Brown speaks are a peculiar feature of the disease he was suffering from. Only modern physicians, and not all of them, understand their gravity or have given them the study they call for. No sensation is more alarming, none more demoralising to the patient. While they last the angel of death seems to have folded his wings over the sufferer's pale and anxious face. The cause is a poison in the blood arising from continued fermentation of food in the stomach. It acts upon the nerves of the brain, lungs, and heart as a kind of mild impetus the pendulum of a great clock."

**"I began to think,"** adds our correspondent, "that I never should get around again. My wife wanted me to try Mother Seigel's Syrup. I said I didn't think it was any use. She went and got a bottle of Mother Seigel's Syrup, and before I had taken it I was able to go to my work."  
"I have taken several bottles since. I am now able to work as hard as ever. I would advise any one that is suffering as I was to try Mother Seigel's Curative Syrup, and it will not be in vain. Yours truly (Signed) Matthew L. Brown, East Mapleton, March 28th, 1895."  
Our friend laboured under a profound attack of indigestion or dyspepsia. The symptoms he described were due to its effects upon the nervous system, and through that upon other organs. It follows that the medicine to avail him must be one having power to expel existing impurities from the blood, rouse to action the stomach and liver, render nutrition possible by means of the restored digestion, and so give new life to the whole body.  
This is what Mother Seigel's Syrup did for our correspondent, and does for all who appeal to it under like circumstances. It winds up the clock before the pendulum has ceased to swing. But keep an eye to that bodily clock of yours, and don't let it run so far down. In other words, the very hour you feel the first sign of illness take a dose of Mother Seigel's Syrup. [55]

**THE PLANS OF TIENTSIN FOR SALE.**  
PRICE ... 75 Cents each.  
THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.  
Printed by Messrs. JOHN BARTHOLEMEW AND Co., Edinburgh.  
"DAILY PRESS" OFFICE  
Hongkong, 17th July, 1900. [169]

**NOTICES TO CONSIGNEES.**  
OCEAN STEAMSHIP COMPANY.  
CONSIGNEES per Company's Steamer  
"ORESTES"  
are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th July, 1900. [2013]

**OCEAN STEAMSHIP COMPANY.**  
CONSIGNEES per Company's Steamer  
"RHIPEUS"  
are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th July, 1900. [1693]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship  
"KUMSANG"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from along-side.  
Cargo impeding the discharge or remaining on board after Noon, the 25th inst., will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.  
Hongkong, 18th July, 1900. [2012]

**NOTICES TO CONSIGNEES.**  
STEAMSHIP "ANNAN."  
COMPAGNIE DES MESSAGERIES MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo from London de Montevideo, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 15th instant, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before MONDAY, the 23rd instant, or they will not be recognized.  
All damaged packages will be examined on MONDAY, the 23rd inst., at 3 p.m.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 15th July, 1900. [2]

**NIPPON YUSEN KAISHA.**  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID AND SINGAPORE.  
THE Company's Steamship  
"SAO MARU"  
having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.  
Goods not cleared by the 24th instant will be subject to rent.  
No Fire Insurance will be effected.  
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 27th instant, or claims in connection therewith will not be recognized.  
NIPPON YUSEN KAISHA.  
Hongkong, 17th July, 1900. [2004]

**FROM HAMBURG, PENANG AND SINGAPORE.**  
THE H.A.L. Steamship  
"EVA."  
Captain Petersen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from along-side.  
Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.  
No Fire Insurance has been effected.  
SIEMSEN & CO., Agents.  
Hongkong, 17th July, 1900. [2003]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**  
NOTICE TO CONSIGNEES.  
FROM GLASGOW AND LIVERPOOL.  
THE Company's Steamship  
"TIENKAI"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.  
Goods not cleared by the 20th inst., at Noon, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 14th July, 1900. [1935]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
NOTICE TO CONSIGNEES.  
FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.  
THE Company's Steamship  
"FRANZ FERDINAND"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
"This Vessel brings Cargo."  
From Venice, or *sic*, *Adriatico* and *ex s.s. Thetis*, transhipped at Trieste.  
Optional Cargo will be discharged here unless notice to the contrary be given immediately.  
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 25th instant, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WILDER & CO., Agents.  
Hongkong, 18th July, 1900. [6]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	VALETTA	Brit. str.	—	F. N. Tildard	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON VIA SUEZ CANAL	STEFANOS	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON VIA SUEZ CANAL	CAICHAH	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
BREMEN VIA PORTS OF CALL	RHAPSODY	Brit. str.	—	Grosch	BUTTERFIELD & SWIRE	On 21st Aug.
BREMEN VIA PORTS OF CALL	STUTTGART	Ger. str.	—	Dupuy Frongy	MELCHERS & CO.	On 21st inst. at Noon.
MARSEILLES &c. VIA PORTS OF CALL	TOKIN	Fren. str.	—	G. Anderson	MELCHERS & CO.	On 30th inst. at 1 P.M.
MARSEILLES &c. VIA PORTS OF CALL	HITACHI MARU	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 27th inst. at Daylight.
MARSEILLES &c. VIA PORTS OF CALL	BANCA	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On or about 14th Aug.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	Plaf	CARLOWITZ & CO.	On 10th Aug.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 28th Aug.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Biner	CARLOWITZ & CO.	On or about 4th Sept.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Krech	CARLOWITZ & CO.	On or about 15th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	W. Gordon, R.N.R.	DODWELL & CO. LIMITED	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL	AFGHANISTAN	Brit. str.	—	Peterson	SHEWAN TOMES & CO.	On 28th inst.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	—	W. E. Craven	CARLOWITZ & CO.	On or about 4th Aug.
NEW YORK VIA SUEZ CANAL	ALBANY	Brit. str.	—	G. E. Elliot	JARDINE, MATHESON & CO.	On or about 24th Aug.
NEW YORK VIA SUEZ CANAL	INDRAVELLA	Brit. str.	—	H. Fyler, R.N.R.	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C. & TACOMA, WASH. &c.	BRECONSHIRE	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
VICTORIA, B.C. & TACOMA, WASH. &c.	TARTAR	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 8th Aug.
VICTORIA, B.C. & TACOMA, WASH. &c.	EMPEROR OF CHINA	Brit. str.	—	O. O. S. S. Co.	O. O. S. S. Co.	On 7th Aug. at Noon.
VICTORIA, B.C. & TACOMA, WASH. &c.	MONMOUTHSHIRE	Brit. str.	—	TOTO KISEN KAISHA	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
VICTORIA, B.C. & TACOMA, WASH. &c.	DORIC	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	HONGKONG MARU	Jap. str.	—	A. E. Moses	GIBB, LIVINGSTON & CO.	On 4th Aug.
SAN FRANCISCO VIA SHANGHAI &c.	CHINA	Amr. str.	—	Ellis	MELCHERS & CO.	On 27th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI &c.	CARLISLE CITY	Brit. str.	—	Krebs	P. & O. S. N. Co.	On 5th Sept. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	W. Edin	GIBB, LIVINGSTON & CO.	On or about 19th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	PASCHOI	Brit. str.	—	T. Ogata	P. & O. S. N. Co.	On or about 28th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	JATA	Brit. str.	—	I. Sato	DOUGLAS LARSEN & CO.	To-morrow, at Daylight.
YOKOHAMA, VIA NAGASAKI & KOBE	MAIDENHUR MARU	Jap. str.	—	Moore	MITSUBI BUSSAN KAISHA	On 25th inst. at Daylight.
YOKOHAMA, VIA NAGASAKI & KOBE	ANPING MARU	Jap. str.	—	Weigall	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	SUNGLANG	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & CO.	On 27th inst. at 5 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	LOONGSANG	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	YAWATA MARU	Jap. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 27th inst. at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	KAIFONG	Brit. str.	—	Payne	JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA, VIA NAGASAKI & KOBE	KUMSANG	Brit. str.	—	Muhle	MELCHERS & CO.	
YOKOHAMA, VIA NAGASAKI & KOBE	SANDAKAN	Ger. str.	—			

## SHIPPING.

**ARRIVALS.**  
 July 18, ROSETTA, British str., 2,039, C. G. Talbot, R.N.R. Yokohama 11th July, General—P. & O. S. N. Co.  
 July 18, UMTA, H.M.S. transport, 3,450, F. Harrington, Calcutta 6th July.—GOVERNMENT.  
 July 19, COROMANDEL, British str., 2,789, F. W. Vibert, R.N.R., Bombay 4th July, Mails and General—P. & O. S. N. Co.  
 July 19, QUARTER, German str., 1,146, Johansen, Cleve 13th July, General.—SANDERSON, WIELER & Co.  
 July 19, NAWAB, British transport, 2,041, W. J. Crebbin, Calcutta 6th July.  
 July 19, THALES, British str., 820, Passmore, Swatow 18th July, General.—DOUGLAS LARSEN & Co.  
 July 19, VALETTA, British str., 2,978, F. N. Tildard, Shanghai 17th July, Mails and General.—P. & O. S. N. Co.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE, 19th July.  
 Marie Jensen, German str., for Kolsan.  
 Sado Maru, Japanese str., for Kobe.

## DEPARTURES.

July 18, FUSHUN, British str., for Shanghai.  
 July 18, OMSTERS, British str., for Shanghai.  
 July 19, DIDO, H.M.S. cruiser, for Shanghai.  
 July 19, CLABA, German str., for Shanghai.  
 July 19, RHAPSODY, British str., for Shanghai.  
 July 19, TARTAR, British str., for Yokohama.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.  
 July 19, LITTON, British str., for Katsubino.

## VESSELS IN DOCK.

ANKERDOCK DOCK.—U.S.S. Monterey, Chung-shan, Argus, Taichang, Wuchow, Triton, Algon.  
 COSMOPOLITAN DOCK.—Goodwin.

## SHIPPING REPORT.

The British steamer *Thales*, from Amoy and Swatow 18th July, had light S.W. winds and occasional fog. Swatow. From Swatow to port light S.E. winds and fine weather. Steamers in Swatow—*Tatler*, *Wenchow*, *Neuchang*, *Fishing*, *Singay*, *Wuchang*, *Wuchang*, *Produce* and U.S. gunboat *Princeton*. In Amoy—*Sihau*, *Chili*, *Apfhanistan* and one Japanese man-of-war.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "LOONGSANG."

Captain Weigall will be despatched as above TO-DAY, the 20th inst., at 4 P.M.  
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
 For Freight or Passage, apply to JARDINE, MATHESON & CO. General Managers.  
 Hongkong, 18th July, 1900. [2011]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "SUNGKIANG."

Captain Moore will be despatched as above TO-DAY, the 20th inst., at 4 P.M.  
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 18th July, 1900. [1947]

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

## "AFGHANISTAN"

will be despatched for the above port TO-DAY, the 20th inst.  
 For Freight, apply to DODWELL & CO., Ld., Agents.  
 Hongkong, 16th July, 1900. [1864]

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR KOBE DIRECT.

THE Steamship

## "EASTERN."

Captain W. Ellis, will be despatched for the above ports on or about the 10th inst.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 For Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 14th July, 1900. 1984

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at NOON.  
 NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.  
 AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 20th June, 1900. [5]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c. VALETTA { Noon, 21st } See Special Advertisement.  
 FOR YOKOHAMA VIA NA-ROSETTA { 3 P.M. 21st } (Passing through the Inland Sea). Freight or Passage.  
 SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA { About 28th } Freight or Passage.  
 MARSEILLES AND BANCA { About 14th } Freight.  
 LONDON { G. W. Babot } August

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th July, 1900. [1]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
 KASUGAMARU { NAGASAKI, KOBE & YOKOHAMA } SATURDAY, 21st July, at Noon.  
 HITACHI MARU { MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 27th July, at DAYLIGHT.  
 YAWATA MARU { SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. } FRIDAY, 27th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 10th July, 1900. [12]

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 28	MONSHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Panten	Aug. 7	BRAEMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNeill	Aug. 20	ARGYLE	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 6	MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, \$28.  
 The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, \$85 10s. 0d.  
 This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINCINNATI and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900. [10]

## VESSELS ON THE BERTH

HAMBURG-AMERIKA LINE (FREIGHT SERVICE).  
 NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORSE and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	{ HAVRE & HAMBURG } { About 26th } Freight.	
Capt. Pfaff	{ (London with transshipment in Hamburg) } Aug.	
* SIBIRIA	{ HAVRE & HAMBURG } { About 4th } Freight and Passage.	
Capt. Braun	{ (London with transshipment in Hamburg) } Sept.	
MARBURG	{ HAVRE & HAMBURG } { About 15th } Freight.	
Capt. v. Biner	{ (London with transshipment in Hamburg) } Sept.	
SAXONIA	{ HAVRE & HAMBURG } { About 30th } Freight.	
Capt. Krech	{ (London with transshipment in Hamburg) } Sept.	

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 19th July, 1900.

[13]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
STUTTGART	THURSDAY	25th July.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAVARN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain Groech, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on TUESDAY, the 24th July. Cargo and Specie will be received on Board until 3 P.M. on WEDNESDAY, the 25th July, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 25th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th July, 1900.

[8]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
 "EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.  
 "EMPEROR OF INDIA." Comdr. W. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.  
 "EMPEROR OF JAPAN." Comdr. G. A. Lee, R.N.R. WEDNESDAY, 29th Sept., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers



## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Steamship

"VALETTA."  
Captain F. N. Tillard, carrying Her Majesty's  
Mails, will be despatched from this for Bombay  
on SATURDAY, the 21st July, 1900, at Noon,  
taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceeding  
direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 9th July, 1900. [1]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND  
TAMU.

THE Company's Steamship

"MAIDZURU MARU."  
Captain T. Ogata, will be despatched for  
4 a.m. above ports on SUNDAY, the 22nd inst.,  
at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 16th July, 1900. [15]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHIMONOSEKI.

THE Company's Steamship

"PAKHUI."  
will be despatched as above on MONDAY,  
the 23rd inst., at Noon, instead of as previously  
notified.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th July, 1900. [1938]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MENMUIR."  
Captain R. W. Alford, will be despatched as  
above on MONDAY, the 23rd inst., at 5 p.m.

The attention of Passengers is directed to the  
excellent accommodation provided by this  
Steamer. She is fitted throughout with the  
Electric Light and is supplied with a Refrig-  
erating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 18th July, 1900. [2006]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."  
Captain Jackson, will be despatched as above on  
TUESDAY, the 24th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th June, 1900. [1788]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."  
Captain Pennefather, will be despatched as  
above on WEDNESDAY, the 25th instant, at  
4 p.m.

The attention of Passengers is directed to the  
Superior Accommodation offered by this  
twin screw Steamer.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th July, 1900. [1928]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU."  
(3,800 tons gross, Captain A. E. Moss) will  
be despatched for the above port on FRIDAY,  
the 27th instant, at 4 p.m.

This new Mail Steamer is especially constructed  
for service in the Tropics and is provided with  
superior accommodation and with all modern  
fittings and improvements for the safety and  
comfort of Passengers. Electric Light and  
Refrigerator, Doctor and Stewardess carried.

Return tickets issued by this Company are  
available for return by steamers of the other  
Lines.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 18th July, 1900. [2014]

CANADIAN PACIFIC RAILWAY  
COMPANY.

FOR PACIFIC COAST, CANADA AND  
THE UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR." Commander H. Pybus, R.N.,  
4,425 Tons Gross, Register.

Will be despatched on or about Saturday,  
11th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C.,  
via MOI, KOBE and YOKOHAMA  
(and via Coast Ports and Shanghai if  
sufficient inducement offers).

The Vessel has excellent accommodation for  
Saloon Passengers.

Through Passage Tickets issued to all points.  
Through Bills of Lading issued to Pacific  
Coast, Canada and the United States.

For information as to rates of Freight and  
Passage, &c., apply to  
D. E. BROWN,  
General Agent.  
Hongkong, 5th July, 1900. [1911]

## VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
(Robt. M. Sloan & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."  
Capt. Petersen, will be despatched for the above  
port on or about 4th August.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 12th July, 1900. [1617]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.  
S.S. "STRATHMORE" About 15th Sept.

THE Steamship "CARLISLE CITY"  
will be despatched for SHANGHAI,  
MOI, KOBE, YOKOHAMA, SAN DIEGO  
and SAN FRANCISCO, on MONDAY, the  
6th August.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 10th July, 1900. [14]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN AND QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."  
Captain Ellis, will be despatched for the above  
ports on THURSDAY, the 9th August, at  
5 p.m.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 9th July, 1900. [1912]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,

MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Kobe, In-  
land Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7  
at Noon.

CORTIC (via Shanghai, Kobe, In-  
land Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1,  
at Noon.

GAELIC (via Shanghai, Kobe, In-  
land Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27,  
at Noon.

THE Company's Steamship "DORIC"  
will be despatched for SAN FRAN-  
CISCO, via SHANGHAI, NAGASAKI,  
KOBE, INLAND SEA, YOKOHAMA,  
and HONOLULU on TUESDAY, the 7th  
August, 1900, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU and passengers are allowed to break  
their journey at any point en route.

Through Passenger Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers and to the principal cities of  
the United States or Canada. Rates and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (first class only) are granted to  
Ministeries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year, will be allowed dis-  
count of 10 per cent. This allowance does not  
apply to through fares from China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until FIVE p.m. the day pre-  
vious to sailing.

Consular Invoices, to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 14th July, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPUS."  
will be despatched as above on TUESDAY, the  
21st August.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th July, 1900. [1983]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DJIBOUTI,  
EGYPT, MARSEILLES, MEDITER-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND ADELPHI PLATE.

ON MONDAY, the 30th July, 1900, at  
1 p.m., the Company's Steamship  
"TONKIN," Captain Dupuy Fromy, with  
Mails, Passengers, Specie and Cargo, will  
leave this port for MARSEILLES via Ports of  
call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m.,  
Specie and Parcels until 3 p.m. on the 29th  
July. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 17th July, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shang-  
hai, Nagasaki, Kobe, In-  
land Sea, Yokohama, and Honolulu) TUESDAY, July 31,  
at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25,  
at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18,  
at Noon.

THE Company's Steamship "CHINA"  
will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI,  
KOBE, INLAND SEA, YOKOHAMA,  
and HONOLULU, on TUESDAY, the 31st  
July, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Ministeries, members of the Naval, Military,  
Diplomatic, and Civil Services to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway,  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 6th July, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."  
Captain Bartlett, will be despatched as above  
on TUESDAY, the 7th August.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th June, 1900. [1865]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)

THE Company's Steamship

"SARPEDON."  
Captain Grier, will be despatched as above on  
FRIDAY, the 10th August.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th July, 1900. [1889]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPUS."  
will be despatched as above on TUESDAY, the  
21st August.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th July, 1900. [1983]

## VESSELS ON THE BERTH

SHEWAN, TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA."  
will be despatched for the above port on  
SATURDAY, the 28th instant.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 10th June, 1900. [1949]

NORDEUTSCHER LLOYD.

REGULAR SERVICE  
FOR GERMAN COLONIAL AND  
AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-  
WILHELMSHAFFEN, FIRCHHAFEN, HER-  
BERTS-HÖHE, TOWNSVILLE, ROCKHAMPTON,  
BRISBANE and SYDNEY.

On WEDNESDAY,  
the 5th September, 1900, at Noon,  
THE Steamship

"MÜNCHEN."  
(4,336 Reg. Tonnage),  
Captain Krebs, with Mails, Passengers, Specie  
and Cargo, will leave this Port as above.

The steamer has splendid accommodation and  
carries a Doctor and Stewardess.

Linens can be washed on board.

For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 19th July, 1900. [2018]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour:

GLENHIE, British bark, Burns, Sander,  
Wieler & Co.

J. P. HITCHCOCK, Amr. ship, Gates—Siem-  
sen & Co.

R. C. RICKMERS, German ship, Otto—Ara-  
hold, Karberg & Co.

HONGKONG  
STEAMERS.

Algon, British str., 7,775, Hansford, July 11,  
P. M. S. Co.

Benzhar, British str., 1,929, Wallace, July 16,  
Gibb, Livingston & Co.

Chung, British str., 1,463, Moore, May 29,  
Butterfield & Swire

Crown of Arragon, British str., 1,474, Dorward,  
July 12, Gilman & Co.

Eastern, British steamer, 3,600, Ellis, July 11,  
Gibb, Livingston & Co.

Eva, German steamer, 2,083, Peterson, July 15,  
Siemsen & Co.

Franz Ferdinand, Aust. str., 3,860, Constanze,  
July 18, Sander, Wieler & Co.

Goodwin, British str., 2,832, Jackson, June 4,  
Dodwell & Co., Limited

Hanoi, French steamer, 749, Pannier, July 5,  
A. R. Marty

Hongkong Maru, Jap. str., 3,340, Filmer, July  
12, Toyo Kisen Kaisha

Kasuga Maru, Jap. str., 2,368, Haswell, July 18,  
Nippon Yusen Kaisha

Kong Beng, British str., 1,115, Groves, July 16,  
Butterfield & Swire

Kong Beng, British str., 862, Joslin, July 18,  
Butterfield & Swire

Kamsang, British str., 2,078, Payne, July 18,  
Jardine, Matheson & Co.

Loongsang, British str., 1,090, Weigall, July 17,  
Jardine, Matheson & Co.

Mario Jensen, Ger. str., 1,700, Hemmet, July 8,  
Jensen & Co.

Mausang, British str., 1,020, Kynock, July 10,  
Jardine, Matheson & Co.

Memmut, British str., 1,286, Almond, July 7,  
Shewan, Tomes & Co.

Nanyang, Ger. str., 993, Lehmann, July 17,  
Siemsen & Co.

Polaris, British str., 1,700, Connell, July 8,  
Arnold, Karberg & Co.

Potarch, German str.,



